

REVISED DRAFT
ADMINISTRATIVE MODIFICATION
TRANSPORTATION 2030 PLAN
FOR THE SAN FRANCISCO BAY AREA

November 9, 2007



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
PHONE 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
WEB www.mtc.ca.gov

MTC Project Staff

Doug Kimsey
Director, Planning

Ashley Nguyen
Project Manager

Planning and Programming & Allocations Staff

Alix Bockelman
Carolyn Clevenger
Craig Goldblatt
Lisa Klein
Ross McKeown
Raymond Odunlami

Administrative Modification to the Transportation 2030 Plan for the San Francisco Bay Area

1. Introduction

The Metropolitan Transportation Commission adopted the Transportation 2030 Plan for the San Francisco Bay Area on February 23, 2005 (MTC Resolution No. 3681) and amended it on May 23, 2007 (MTC Resolution No. 3804).

The Transportation 2030 Plan represents a strategic investment plan to improve system performance for Bay Area travelers over the next 25 years and includes a set of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. Key investments focused on adequate maintenance, system efficiency and operations, and strategic expansion. The Plan is made up of two separate elements. The “financially constrained” element includes those transportation projects that would be funded through revenues projected to be reasonably available over the 25-year horizon of the plan. The more comprehensive “vision” element identifies illustrative transportation projects that would be funded through revenue measures that may become available in the future through either legislative action or voter mandate.

This document is an administrative modification to the Transportation 2030 Plan to reflect the \$158.7 million in federal funds awarded to the San Francisco Bay Area from the U.S. Department of Transportation (US DOT) under the Urban Partnership Program (UPP). As an Urban Partner, the San Francisco Bay Area is to implement the San Francisco Value Pricing Program, which features tolling to manage congestion on Doyle Drive, along with a number of complementary improvements to transit service, traffic flow and real-time traveler information, and state-of-the-art parking management program. Funding for all UPP projects is contingent on having authority to implement toll on Doyle Drive effective March 31, 2008 – except \$1.6 million, which is available for pre-implementation activities.

11. Administrative Modification to the Transportation 2030 Plan

An administrative modification means a minor revision to the long-range plan that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates (23 CFR §450.104). Furthermore, an administrative modification does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination in nonattainment and maintenance areas (23 CFR §450.104). As stipulated in MTC’s Public Participation Plan (MTC Resolution 3821), an administrative modification does not involve public review and is approved by the MTC Executive Director. Upon approval, the administrative modification would be posted on MTC’s Web site at www.mtc.ca.gov.

This administrative modification to the Transportation 2030 Plan consists of the following revisions:

1. Add the \$158.7 million in Urban Partnership Program federal funds into the financial assumptions for the financially constrained element of the plan, increasing the projected 25-year revenues for Federal revenues in the financially constrained element from \$13 billion to \$13.2 billion (rounded). In total, the 25-year revenue estimate for the plan increases from \$120 billion to \$120.2 billion (rounded).
2. Clarify the project description of existing project #21001 Freeway Traffic Operations to include congestion pricing/tolling elements, and update the costs and financial information. This project includes congestion pricing/tolling elements that would be needed to implement congestion pricing on an existing freeway, including the elements needed for the Doyle Drive Value Pricing Program funded through the UPP.
3. Update the costs and financial information for existing projects receiving UPP funds.

Note that while several existing projects are included in the UPP, neither their project costs nor the financial information require revisions; the financially constrained funding for these projects are sufficient. Only those projects requiring minor revisions are cited in this administrative modification.

Table 1 reflects the above revisions to Appendix One of the Transportation 2030 Plan. No other changes are proposed in this administrative modification.

Table 1: Revisions to Appendix One – Projects By County

Proposed Revisions Shown in Bold and Italics.

Reference Number	Project/Program	Total Project Cost (in millions)	Financially Constrained Element	Vision Element	Notes	Reason For Amendment
Bay Area Region/Multi-County						
94089	Reconstruct South Access to the Golden Gate Bridge: Doyle Drive to Broderick Street (includes Route 1/US 101 interchange improvements)	\$810.0	\$810.0		Funded with State Highway Operation and Protection Program (SHOPP) funds , Urban Partnership Program, congestion tolls, and other funds	Update Notes.
21001	Free Traffic Operations (includes Traffic Operations System/ Transportation Management Center enhancements, Freeway Service Patrol, incident management, <i>congestion pricing and related project elements</i> , and technical assistance)	\$546.7	\$190.0	\$356.7	Partially funded with Prop. 1B Corridor Mobility Improvement Account and Urban Partnership Program funds	Clarify the project description to include congestion pricing/tolling elements, and update project cost and finance plan.
Alameda County						
22013	I-580 corridor improvements (widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville Road, construct HOV direct connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road [Altamont Summit], and <i>improve LAVTA express bus route</i> and acquire express buses)	\$455.0	\$455.0		Resolution 3434 Regional Transit Expansion Program Project (includes Regional Measure 2 Toll Bridge Program funds)	Clarify the project description to include LAVTA express bus improvements
San Francisco County						
21506	Advanced Technology and Information Systems (Sfgo)	\$58.0	\$8.0 \$32.5	\$50.0 \$25.5	2003 Proposition K sales tax <i>and Urban Partnership Program</i> project	Update finance plan.
Marin County						
22157	Park-and-ride lots for support of Regional Express Bus service	\$15.3	\$5.0 \$12.8	\$10.3 \$2.5		Update project cost and finance plan

III. Approval of the Administrative Modification to the Transportation 2030 Plan

The Transportation 2030 Plan, along with May 2007 Amendment and this administrative modification, taken together, constitute the complete Transportation 2030 Plan document.

An administrative modification is not subject to public review and is to be approved by the MTC Executive Director.

The approval of the administrative modification to the Transportation 2030 Plan is contingent upon the San Francisco Bay Area having authority to implement toll on Doyle Drive effective March 31, 2008.

Approved to this ____ day of ___, 2007

Steve Heminger
Executive Director